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SPECIAL COLLECTIONS

Hamilton-Wentworth Transit Commission

Second ANNUAL REPORT

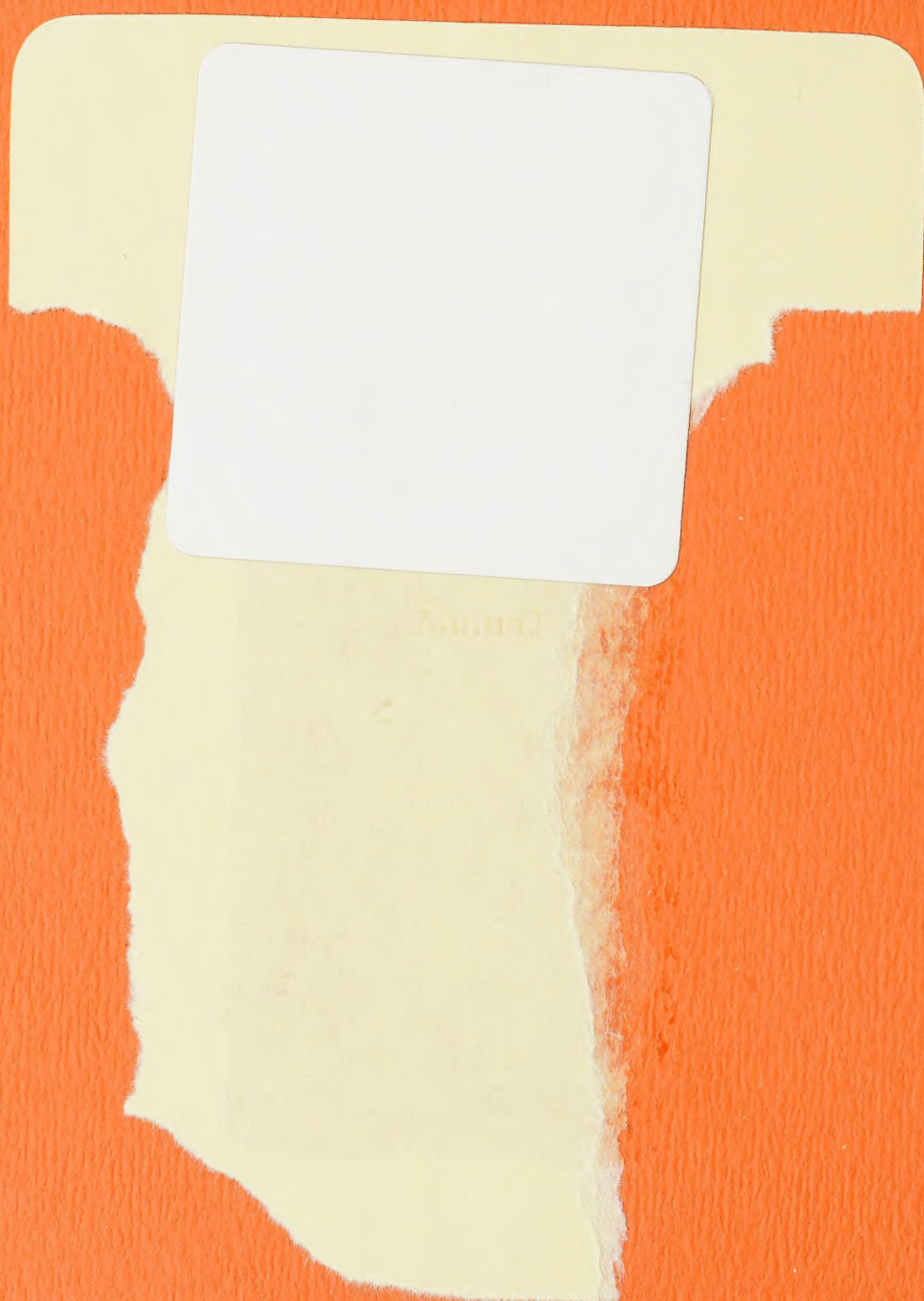
on

The Hamilton Street Railway Company

The Canada Coach Lines, Limited

Safety Service & Adjusters Limited

1978



JAN 17 1991

INDEX

GOVERNMENT DOCUMENTS

List of Commissioners and Executives	1
Commissioners' Report to Regional Council	3-4
General Manager's Report to the Transit Commission.....	6-9
Auditors' Report	11
The Hamilton Street Railway Company—Balance Sheet	12-13
The Hamilton Street Railway Company— Statement of Retained Earnings	14
The Hamilton Street Railway Company— Statements of Capital Reserve, etc.....	15
The Canada Coach Lines, Limited—Balance Sheet.....	16 17
The Canada Coach Lines, Limited— Statements of Earnings and Retained Earnings	18
Auditors' Notes to Financial Statements	19-20
Safety Service & Adjusters Limited— Balance Sheet and Statement of Earnings	21
Statistics	23-26



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HAMILTON-WENTWORTH TRANSIT COMMISSION

PATRICK O. VALERIANO	<i>Chairman</i>
JACK FARNWORTH	<i>Vice Chairman</i>
J. PAT FORD	<i>Commissioner</i>
MAXWELL G. TAYLOR	<i>Commissioner</i>
JAMES STOWE	<i>Commissioner</i>
BRIAN HINKLEY	<i>Commissioner</i>
PETER PETERSON	<i>Commissioner</i>
FRED LOMBARDO	<i>Commissioner</i>
ROBERT WADE	<i>Commissioner</i>
ANNE JONES	<i>Ex-Officio</i>

THE HAMILTON STREET RAILWAY COMPANY AND THE CANADA COACH LINES, LIMITED

EXECUTIVE OFFICERS

FRANK A. COOKE	<i>General Manager</i>
J. A. LITTLE	<i>Assistant General Manager</i>
J. W. MacKENZIE	<i>Comptroller</i>
W. H. H. SMITH	<i>Manager, Operations</i>
J. A. JOHNSON	<i>Manager, Maintenance</i>
N. J. SHAMROCK	<i>Manager, Research & Schedules — H.S.R.</i>
C. I. SCOTT	<i>Traffic Manager — C.C.L.</i>
H. M. WEBB	<i>Manager, Purchasing & Stores</i>

AUDITORS

MacGILLIVRAY & CO.

To: Mrs. A. Jones, Chairman
and
Members of Council,
The Regional Municipality of Hamilton-Wentworth.

The Hamilton-Wentworth Transit Commission presents its Second Annual Report covering the operations of The Hamilton Street Railway Company, and its wholly-owned subsidiaries, for the calendar year 1978.

Audited Balance Sheets and Operating Statements, duly certified, have been placed in the hands of the Treasurer of the Region which reflect the financial position of each Company as at the close of the fiscal period on December 31st, 1978. The commitment to the Corporation for the debenture instalment in the amount of \$286,835 has been met in full.

The boundaries of an Urban Transit Service Area received Ministerial approval on March 3rd. Expansion of the Area to encompass the Civic Airport and its environs was gazetted on November 4th in response to our subsequent petition. There followed the enactment of licencing By-law R78-175, operative within the U.T.S.A., which it is expected will provide an avenue for the substitution of an alternative method of furnishing the Airport ground transportation connecting service without the current onerous financial commitment required to sustain it.

The deteriorating condition of the Hamilton Bus Terminal premises is of continuing concern. Discussions early in the year with the owners have not been as productive as anticipated. While a recent announcement indicated that transfer of administrative responsibility for the Terminal to a Provincial agency would take effect at the close of the year, no change has as yet taken place.

Commissioners met with The Hon. J. Snow on October 17th to secure more detail on the Minister's offer to install an Intermediate Capacity Transit System in Hamilton of the type under experimentation by the Urban Transit Development Corporation. Since Commission plans for providing for rapid transit had already progressed to a point where work to determine an actual route alignment in the CBD to Mountain Corridor awaits only adoption of the Official Plan, the Minister's proposal is very timely and will be explored in greatest detail.

Messrs. Bennett, Campbell, Carson and Stout retired as Commissioners in December and their colleagues wish to acknowledge their contribution during their term of office.

The Commissioners also wish to express their appreciation to the Management and employees of the Companies for their part in the achievements of 1978 and to extend to Municipal staffs our thanks for their assistance.

(Signed) PAT VALERIANO, Chairman

(Signed) J. FARNWORTH, Vice-Chairman

(Signed) PAT FORD
Commissioner

(Signed) A. H. JONES (Ex-officio)
Commissioner

(Signed) BRIAN HINKLEY
Commissioner

(Signed) JAMES STOWE
Commissioner

(Signed) FRED LOMBARDO
Commissioner

(Signed) M. G. TAYLOR
Commissioner

(Signed) PETER PETERSON
Commissioner

(Signed) R. E. WADE
Commissioner

Hamilton, Ontario,
February 20, 1979

To: The Chairman and Members of
The Hamilton-Wentworth Transit Commission.

It is my privilege to review briefly in this report the operations of The Hamilton Street Railway Company and The Canada Coach Lines, Limited, for the year 1978.

A. THE HAMILTON STREET RAILWAY COMPANY

The recovery in patronage, noted in the 1977 Report for the final quarter, continued at a fairly constant rate throughout 1978 to produce a 3.89% improvement. Not included in this statistic are trips taken by the 9,240 holders of Pensioner Certificates. Comparative financial results summarized are:

	1978	1977
Revenue from Operations.....	\$17,552,987	\$16,308,240
Direct costs of providing services.....	<u>16,759,523</u>	<u>15,646,696</u>
Balance (applied at year end to meet Depreciation and Debt Service charges	<u>\$ 793,464</u>	<u>\$ 661,544</u>

Fuel, power, materials, and employment costs rose again significantly and interest rates reached a new high. Total bus miles in regular route operations were increased 1.3%.

FARES

Adult tickets were reintroduced on January 25th in book form at 40 for \$15.00. Agreement with the City of Hamilton for the retention of the Fare Equalization payment formula on a per-ticket-sold basis permitted the continuance of reduced fare privileges for classes of Special Adult and Student groups. Also continued was the annual charge to the City's account of \$100.00 for each elderly resident provided with a Pensioner Certificate (Pass). The Fare Stabilization factor for invoicing purposes was set at 25.27¢ per passenger carried. Ticket passengers, as a percentage of total passengers, declined from 63.5% to 24.9%, cash passengers rose from 26.6% to 50.9%, and Monthly Pass passengers increased from 6.6% to 21.3%. Monthly Pass sales grossed \$1,746,500.

On April 23rd intercity fares were increased on the Burlington-Hamilton service commensurate with a general tariff revision for the subsidiary Company.

Charges to the Treasurer for Fare Equalization and Fare Stabilization payments under the formulae totalled \$8,411,253.

PLANT & ROLLING STOCK

Additional temporary relief from the severe overcrowding of the Wentworth St. base was obtained with the demolition of five residences lying between our main building and Nightingale Street.

In April, an application for an appropriate rezoning of our Mountain property was successful at the initial stage.

An examination by DeLeuw Cather Canada Ltd. of Maintenance & Storage Facilities, required by modern standards to support operations of this type and size, was begun in July in conjunction with the Ministry of Transportation & Communications, Ontario, under a grant-in-aid.

The replacement program for the remainder of the original 1951 trolley coach fleet was concluded in October with the delivery of 16 Flyer Industries units at a cost of \$1,884,449. Eight diesel buses were acquired from Canada Coach Lines in preparation for extension of city-type services further into Stoney Creek. At the year's end, the fleet available for revenue operations consisted of 60 trolley coaches and 229 diesel and gas buses.

Capital grants totalling \$1,501,228 were received from the Province during the year.

ROUTE & SERVICE CHANGES

On May 1st, the Upper Wellington route was extended from its terminus north of Limeridge Rd. to a new loop at Stone Church Rd.

On May 31st, a new branch of the Upper Paradise route began operating west on Stone Church Rd. to loop at Amalfi St.

On Sept. 5th, the York leg of the Dundas local routes was discontinued, the Ann leg rerouted via Ogilvie St., Governor's Rd. and Creighton Rd., and the King's Gate leg extended to Orchard Ave. At the same time the western section of the Hamilton-Dundas service was rerouted via Wellington, Hatt and Bond Sts. to the terminus at King St. W. in Dundas.

On October 10th, the Parkdale route was extended southerly to a new loop on Mud St.

On October 10th, the Saltfleet Community service was rerouted from Mt. Albion Rd. westerly on Mud St. and Mountain Brow Blvd. to connect with the Upper Kenilworth route at Limeridge Rd.

Reconstruction of Hughson St. N. between King and Wilson Sts. dictated the substitution of diesel units for trolley coaches throughout July and August on the Barton and Cannon routes.

An application for exclusive bus lanes on Concession St. for a trial period did not gain approval.

SPECIAL PROMOTIONS

The "Free Day" held on Saturday, May 13th, on operations in Hamilton and Dundas, when no fares were collected between the hours of 8:00 and 6:00 p.m., created favourable transit awareness in the community.

Media and on-board advertising to promote sales of the monthly Pass was reintroduced in the early Fall.

LABOUR RELATIONS

The Agreements with Local Union 107, A.T.U. were renewed, effective April 1st, for a two-year period. The initial adjustment under A.I.B. guidelines in the median rate (Operator) increased the maximum in that Job Group to \$7.59 per hr.; a second rate increase will take place on Jan. 7/79 adding a further 22¢ per hr., with an appended COLA provision.

On Sept. 18th, Local Union 1585 A.T.U. received certification to represent, with a limited number of occupations excluded, all salaried employees of the parent Company and its subsidiaries. Negotiations opened shortly thereafter for the first agreement with this Local.

B. THE CANADA COACH LINES, LIMITED

The increase in gross revenue developed through new tariff structures was more than offset by the increase in gross expense. Regular route revenue improved 3.9%, charter gross increased 11.3%, and express income gained 6.3%.

Comparative results in summary are:

	1978	1977
Revenue from Operations.....	\$ 4,012,176	\$ 3,875,186
Direct costs of providing service	<u>4,475,439</u>	<u>4,294,735</u>
Balance (applied at year end to meet Depreciation and Debt Service charges).....	\$ <u>(463,263)</u>	\$ <u>(419,549)</u>

Debt service and depreciation charges in the amount of \$180,293, lower since no new vehicles were purchased in 1977 and 1978, brought the total deficit to \$643,556. An invoice to the Municipal Treasurer has been raised for this amount in accordance with the arrangement made with Council.

TARIFF AND ROUTE CHANGES

Complying with a Glanbrook resolution, the Binbrook-Hamilton service ceased operating on April 30th.

Detailed plans for withdrawing service on all local commuter routes in Stoney Creek to be replaced by H.S.R. services were completed for implementation on January 7, 1979.

On May 31st, Nordair Ltd. terminated the agreement for subsidizing passengers carried on our Hamilton-Mt. Hope Airport route for their Jet-Connector service.

An increase in charter rates took effect on May 1st and in regular route tariffs on May 7th.

PLANT AND ROLLING STOCK

School contract operations were curtailed in the Welland Div., the frame garage building in Crystal Beach was torn down, and commensurate staffing reductions took place.

The active fleet at year end totalled 80 units allocated as follows:

Hamilton	44	Niagara Falls	12
Brantford	5	Welland	14
Cambridge	5		

Conclusion

The slow-down of development in the community is reflected in the H.S.R.'s slowed growth. Economic pressure on the average consumer of substantially higher gasoline prices and automobile ownership costs appear to have had no discernible effect of any significance on our passenger volumes as yet. Careful monitoring of service levels will be needed in the months ahead therefore, to meet budgetary objectives within the present fare structure. Where H.S.R. service is being extended under agreements into Area Municipalities to replace C.C.L. commuter routes, an effort should be made to ensure uniformity in establishing classes of fares and the qualifications for passengers under each class.

In The Canada Coach Lines, Limited, measures to correct the financial imbalance have produced a limited result in controlling the deficit position. The conditions at the terminal station facilities occupied in Hamilton are falling below acceptable levels in spite of the steadily increasing expenditures for maintenance. It is now apparent that the structure in its present form has outlived its usefulness in that the expense of rehabilitation and modifying it sufficiently to meet today's standards may well prove to be prohibitive.

The "Inter-Regional Bus Transit Study, Oakville-Hamilton", conducted by the Ministry of Transportation & Communications, Ontario, in which our Management participated, has concluded that H.S.R. and C.C.L. services to Burlington should be integrated into the GO network, and that the service contracts for connecting bus links to GO rail-heads should be gradually transferred from the present carrier to contracts for service with C.C.L. Discussions are underway at staff level to prepare an implementation proposal for consideration by our respective Principals in the near future.

Respectfully submitted,

(Signed) F. A. COOKE,
General Manager.

THE HAMILTON STREET RAILWAY COMPANY
THE CANADA COACH LINES, LIMITED

Feb.2nd 1979.
Hamilton, Ontario.

AUDITORS' REPORT

We have examined the balance sheet of The Hamilton Street Railway Company and its wholly-owned subsidiaries, The Canada Coach Lines, Limited and Safety Service & Adjusters Limited as at December 31, 1978 and their respective statements of earnings, retained earnings, contributed surplus, and reserves for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests and other procedures as we considered necessary in the circumstances.

In our opinion these financial statements present fairly the financial position of the companies as at December 31, 1978 and the results of their operations for the year then ended in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

MacGILLIVRAY & CO.

Chartered Accountants.

Hamilton, Ontario,
February 2, 1979.

THE HAMILTON STREET RAILWAY COMPANY

BALANCE SHEET

AS AT DECEMBER 31, 1978

ASSETS

CURRENT

Cash	\$ 124,703
Working funds advanced to employees.....	35,000
Short-term investments	200,000
Accounts receivable	208,053
Due from The Regional Municipality - of Hamilton-Wentworth.....	1,655,920
Due from wholly-owned subsidiaries	126,555
Inventory of parts and supplies— at average cost	401,288
Prepaid expenses.....	203,774
	<hr/>
	2,955,293

INVESTMENT IN SHARES OF WHOLLY-OWNED SUBSIDIARIES (at cost)

The Canada Coach Lines, Limited	916,500
Safety Service & Adjusters Limited	13
	<hr/>
	916,513

FIXED (at cost)

Land, buildings and operating equipment.....	17,083,728
Accumulated depreciation.....	8,259,059
	<hr/>
	8,824,669
	<hr/>
	\$12,696,475

THE HAMILTON STREET RAILWAY COMPANY

BALANCE SHEET

AS AT DECEMBER 31, 1978

LIABILITIES

CURRENT

Accounts payable and accrued liabilities	\$ 1,430,311
Note payable —	
Regional Municipality of Hamilton-Wentworth	1,000,000
Liability for tickets and passes held by public.....	63,272
Estimated liability and reserve for public	
liability claims	295,009
Current portion of long-term debt	378,000
	<hr/>
	3,166,592

DEFERRED DEBT — less current portion (note 4).....	<hr/> 834,000
--	---------------

SHAREHOLDERS' EQUITY

CAPITAL STOCK

Authorized, issued and fully paid —	
400,000 shares without par value.....	<hr/> 400,000

CONTRIBUTED SURPLUS TO FINANCIAL CAPITAL

ADDITIONS	<hr/> 5,967,764
-----------------	-----------------

RETAINED EARNINGS

On acquisition.....	1,567,119
Since acquisition —	
Capital reserve for improvement	
and replacement	<hr/> 761,000
	<hr/>
	2,328,119
	<hr/>
	8,695,883
	<hr/>
	\$12,696,475

THE HAMILTON STREET RAILWAY COMPANY
STATEMENT OF RETAINED EARNINGS
SINCE ACQUISITION

FOR THE YEAR ENDED DECEMBER 31, 1978

DIRECT REVENUES FROM OPERATIONS	\$ 9,141,735
FARE EQUALIZATION payments received from The Regional Municipality of Hamilton-Wentworth	1,973,136
FARE STABILIZATION payments received from The Regional Municipality of Hamilton-Wentworth	6,438,117
	<u>17,552,988</u>
DIRECT COST OF PROVIDING SERVICES	16,759,524
DEPRECIATION, being amount chargeable to recover proportion of original costs of buses, buildings and equipment	412,086
FINANCE CHARGES (net)	94,543
	<u>17,266,153</u>
EXCESS OF REVENUE OVER EXPENDITURE before providing for the following	286,835
Deduct — DIVIDEND TO THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH (for payment of debenture charges)	(286,835)
INCREASE IN RETAINED EARNINGS FOR THE YEAR	—
RETAINED EARNINGS SINCE ACQUISITION — beginning of year	—
RETAINED EARNINGS SINCE ACQUISITION — end of year	<u><u>\$ —</u></u>

THE HAMILTON STREET RAILWAY COMPANY
CONTRIBUTED SURPLUS TO FINANCE CAPITAL
ADDITIONS

FOR THE YEAR ENDED DECEMBER 31, 1978

BALANCE — beginning of year	\$ 5,028,175
Add — recovery under Province of Ontario's Transit Capital Assistance Program	1,501,228
Deduct — allocation to offset depreciation on assets financed by above program	(561,641)
BALANCE — end of year	<u>\$ 5,967,762</u>

STATEMENT OF CAPITAL RESERVE FOR
IMPROVEMENT AND REPLACEMENT

FOR THE YEAR ENDED DECEMBER 31, 1978

BALANCE — beginning and end of year	<u>\$ 761,000</u>
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STATEMENT OF RETAINED EARNINGS ON
ACQUISITION

FOR THE YEAR ENDED DECEMBER 31, 1978

BALANCE — beginning and end of year	<u>\$ 1,567,119</u>
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THE CANADA COACH LINES, LIMITED

BALANCE SHEET

AS AT DECEMBER 31, 1978

ASSETS

CURRENT

Cash	\$ 178,234
Working funds advanced to employees.....	19,009
Accounts receivable	205,274
Due from The Regional Municipality of Hamilton-Wentworth.....	643,556
Inventory of supplies — at average cost.....	6,429
Prepaid expenses.....	63,673
	<hr/>
	1,116,175

FIXED (at cost)

Land, buildings and equipment.....	3,474,645
Accumulated depreciation.....	2,708,443
	<hr/>
	766,202

FRANCHISES AND GOODWILL..... 255,000

\$ 2,137,377

THE CANADA COACH LINES, LIMITED

BALANCE SHEET

AS AT DECEMBER 31, 1978

LIABILITIES

CURRENT

Accounts payable and accrued liabilities	\$	342,888
Unredeemable ticket liability — interline.....		41,095
— held by public.....		63,576
Due to associated companies		98,259
Estimated liability and reserve for public liability claims		108,461
Current portion of deferred debt.....		74,400
		728,679

DEFERRED DEBT — less current portion (note 4).....	64,200
--	--------

SHAREHOLDERS' EQUITY

CAPITAL STOCK

Authorized less redeemed —	
3,915 4% cumulative redeemable preference shares	
of the par value of \$100 each	
10,000 common shares of no par value	
Issued and fully paid —	
10,000 common shares	10,000

RETAINED EARNINGS.....	1,334,498
	<u>1,344,498</u>
	\$ 2,137,377

THE CANADA COACH LINES, LIMITED
STATEMENT OF EARNINGS
FOR THE YEAR ENDED DECEMBER 31, 1978

REVENUE FROM OPERATIONS	\$ 4,012,176
DIRECT COST OF PROVIDING SERVICES	<u>4,475,439</u>
BALANCE before necessary annual charges for depreciation and debt servicing	(463,263)
DEPRECIATION — being amount chargeable this year to recover a portion of the original cost of buses, buildings and equipment	<u>176,054</u>
	(639,317)
FINANCE CHARGES (net)	<u>4,239</u>
	(643,556)
GRANT — from The Regional Municipality of Hamilton-Wentworth	<u>643,556</u>
NET EARNINGS FOR THE YEAR	<u><u>\$ —</u></u>

STATEMENT OF RETAINED EARNINGS
FOR THE YEAR ENDED DECEMBER 31, 1978

BALANCE — beginning of year	\$ 1,304,498
PROCEEDS FROM SALE OF SCHOOL BUS ROUTES	<u>30,000</u>
BALANCE — end of year	<u><u>\$ 1,334,498</u></u>

THE HAMILTON STREET RAILWAY COMPANY AND THE CANADA COACH LINES, LIMITED NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED DECEMBER 31, 1978

1. SIGNIFICANT ACCOUNTING POLICIES

(a) Depreciation —

The Hamilton Street Railway Company and The Canada Coach Lines, Limited record fixed assets at historical cost. Depreciation is calculated on a straight-line basis over the estimated useful life of the assets, with the exception of service cars, which are depreciated on a declining balance basis.

(b) Recognition of Revenue —

Ticket and passes revenues are recognized when the tickets and passes are honoured on the vehicle. This treatment gives rise to an estimated liability for tickets and passes which have been sold during the year but which have not been redeemed or used at the end of the fiscal year.

(c) Contributed Surplus—

The Hamilton Street Railway Company records as contributed surplus grants received under the Province of Ontario's Transit Capital Assistance Program for 75% of the cost of certain capital expenditures. Annual depreciation on 75% of the cost of approved assets has been charged against contributed surplus.

(d) Franchises and Goodwill—

The Canada Coach Lines, Limited has valued this asset at historical cost, and no amortization has been charged to operations.

2. SUBSIDIARY COMPANIES

Consolidated financial statements have not been prepared, as the companies' operations are sufficiently different that it is considered such statements would not provide meaningful information to the municipal shareholder.

3. COMMITMENTS

(a) The Hamilton Street Railway Company —

Thirty transit coaches scheduled for delivery in 1979.....	\$2,622,030
Purchase of property from the City of Hamilton.....	<u>100,625</u>
	2,722,655

(b) The Canada Coach Lines, Limited —	
Three intercity coaches scheduled	
for delivery in 1979.....	348,885
	<u>\$3,071,540</u>

It is anticipated that the transit coaches and the property purchase of the Hamilton Street Railway Company will be eligible under the Transit Capital Assistance Program for up to 75% of the cost thereof.

4. DEFERRED DEBT

The deferred debt comprises demand loans payable to bankers for equipment purchases. The interest varies with the bank rate and at December 31, 1978, interest was charged at 11-1/2% per annum. Repayment of these loans is in accordance with the following schedule:

	Hamilton Street Railway Company	Canada Coach Lines, Limited
Being repaid at \$4,000 per month	\$ 48,000	\$ —
Being repaid at \$6,500 per month	156,000	—
Being repaid at \$21,000 per month	1,008,000	—
Being repaid at \$2,000 per month	—	72,000
Being repaid at \$1,500 per month	—	18,000
Being repaid at \$2,700 per month	—	48,600
	<u>1,212,000</u>	<u>138,600</u>
Less instalments due in next twelve months shown as current liability	378,000	74,400
	<u>\$ 834,000</u>	<u>\$ 64,200</u>

Total aggregate payments required to retire existing deferred debt over the next five years are as follows:

	Hamilton Street Railway Company	Canada Coach Lines, Limited
1979	\$ 378,000	\$ 74,400
1980	330,000	40,200
1981	252,000	24,000
1982	168,000	—
1983	84,000	—
	<u>\$1,212,000</u>	<u>\$ 138,600</u>

SAFETY SERVICE & ADJUSTERS LIMITED

BALANCE SHEET

AS AT DECEMBER 31, 1978

ASSETS

CURRENT

Cash	\$	8,018
Accounts receivable		18,137
		<u>26,155</u>

FIXED (at cost)

Office furniture and equipment.....		7,689
Accumulated depreciation.....		5,084
		<u>2,605</u>
	\$	<u>28,760</u>

LIABILITIES

CURRENT

Due to associated companies	\$	28,295
Accrued liability		425
		<u>28,720</u>

SHAREHOLDERS' EQUITY

CAPITAL STOCK

Authorized —

4,000 common shares of \$10 par value

Issued and fully paid —

4 common shares 40

RETAINED EARNINGS		<u>—</u>
		<u>40</u>
	\$	<u>28,760</u>

STATEMENT OF EARNINGS FOR THE YEAR ENDED DECEMBER 31, 1978

REVENUE

Adjusters' fees	\$	122,088
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EXPENSE

Salaries and expenses		111,954
Other expenses		10,134
		<u>122,088</u>

NET EARNINGS FOR THE YEAR.....	\$	<u>—</u>
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GENERAL STATISTICS — 1978

	H.S.R.	C.C.L.
Revenue Passengers Carried.....	29,300,933	2,304,102
Miles Operated.....	9,457,161	2,780,322
Revenue Passenger Carried per Mile	3.1	.83
Route Miles — Round Trip:		
(a) Trolley Coaches.....	35.2	
(b) Motor Buses City	293.1	
Suburban.....	66.7	923.2
Revenue Vehicles in Fleet.....	289	80
Total Number of Employees (Dec. 31, 1978)...	772	146
Gross Payroll — 1978	\$13,003,513	\$ 2,162,196
Cost of Electric Power.....	\$ 223,875	
Cost — Gas and Fuel Oil	\$ 1,130,847	\$ 329,236
Taxes and Licenses:		
Gas and Fuel Oil	\$ 373,547	\$ 96,469
Property	\$ 84,905	\$ 28,247
Other Taxes and Licenses.....	\$ 248,524	\$ 74,272
	<hr/>	<hr/>
Total Taxes and Licenses	\$ 706,976	\$ 198,988
	<hr/>	<hr/>
Principal Paid to Date on City Debentures	\$ 2,713,000	
Installments due February 1, 1979.....	260,000	
1980.....	277,000	
	<hr/>	
	\$ 3,250,000	
	<hr/>	
Debenture Interest Paid to Date	\$ 2,569,410	
	<hr/>	
Basic Fares.....	Cash	35¢
	Monthly Pass	\$14.00
	Tickets	40/\$15.00
		Various

Table 1.

THE HAMILTON STREET RAILWAY COMPANY

Year	Revenue Passengers	Bus Miles	Pass./Mile	Route Miles (Round Trip)				Employees
				Trolley Coach	City	Suburban	Vehicles	
1960	27,815,627	6,378,965	4.4	27.0	148.8	60.8	204	524
1	25,866,590	6,328,414	4.4	30.8	154.2	60.8	193	506
2	25,034,747	6,396,286	3.9	30.8	154.2	60.8	184	500
3	23,939,343	6,425,379	3.7	30.8	170.4	60.8	178	493
4	24,601,039	6,468,745	3.8	30.8	178.5	60.8	184	498
5	25,951,378	6,579,862	3.9	30.8	178.6	60.8	192	508
6	27,291,850	6,763,590	4.0	30.8	182.9	60.8	199	517
7	27,392,998	6,921,854	4.0	30.8	207.7	60.3	207	549
8	26,437,440	7,155,972	3.7	30.8	212.0	60.3	208	549
9	25,299,409	7,304,943	3.5	30.8	238.5	47.5	216	569
1970	24,945,640	7,324,181	3.4	31.0	264.6	47.5	223	591
1*	19,879,606	6,166,763	3.2	31.0	278.2	48.5	232	595
2	24,417,360	7,808,823	3.1	31.0	278.6	48.5	231	599
3	25,953,340	8,178,647	3.2	31.0	283.2	48.5	250	642
4	28,111,930	8,675,127	3.2	31.0	289.8	53.5	258	668
5	29,312,739	9,059,069	3.2	31.0	289.8	55.0	272	743
6	29,308,502	9,271,701	3.2	31.0	289.7	71.2	276	770
7	28,202,909	9,345,000	3.0	35.2	289.4	66.5	271	778
8	29,300,933	9,457,161	3.1	35.2	293.1	66.7	289	772

* Strike

Table 2.

THE CANADA COACH LINES LIMITED

Year	Revenue Passengers	Bus Miles	Pass./Mile	Route Miles (Round Trip)	Vehicles	Employees
1960	3,281,713	2,621,210	1.25	1,057.7	88	145
1	3,241,272	2,579,268	1.3	1,057.7	92	141
2	2,849,436	2,591,650	1.1	1,057.7	86	140
3	2,946,298	2,713,376	1.1	1,057.7	93	140
4	3,165,226	2,982,508	1.1	1,057.7	93	140
5	3,353,196	2,966,055	1.1	1,057.7	95	150
6	3,495,298	3,122,727	1.1	1,057.7	92	148
7	3,734,429	3,462,025	1.1	1,057.7	93	174
8	3,662,050	3,431,657	1.1	1,057.7	104	179
9	3,847,898	3,572,493	1.1	1,069.7	105	187
1970	3,412,749	3,250,025	1.1	1,069.7	98	176
1	3,442,395	3,204,660	1.1	1,069.7	96	199
2	3,487,338	3,235,027	1.1	1,069.7	104	195
3	3,433,910	3,258,031	1.1	1,069.7	103	196
4	3,379,219	3,520,328	.96	1,069.7	104	192
5	3,054,698	3,375,698	.90	1,069.7	101	188
6	2,815,897	3,061,538	.92	1,069.7	100	180
7	2,545,393	2,833,288	.90	1,069.7	100	175
8	2,304,102	2,780,322	.83	923.2	80	146

Table 3.

**THE HAMILTON STREET RAILWAY COMPANY
STABILIZATION AND EQUALIZATION PAYMENTS**

Year	Equalization Special Adults	Equalization Students	Pensioners' Passes	Stabilization	Total
1966	\$ 35,000				\$ 35,000
1967	60,000				60,000
1968	157,190				157,190
1969	198,930	\$ 24,723			223,653
1970	204,068	254,184			458,252
1971	157,505	242,684	\$ 62,733	\$ 649,951	1,112,873
1972	129,592	294,096	475,524	1,313,394	2,212,606
1973	149,772	334,532	456,375	2,240,820	3,181,499
1974	166,368	412,904	511,631	2,302,980	3,393,883
1975	185,116	546,628	562,350	4,149,759	5,443,853
1976	268,997	904,139	793,901	4,312,106	6,279,143
1977	265,760	852,536	861,649	5,500,483	7,480,428
1978	280,962	789,985	902,189	6,438,117	8,411,253

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